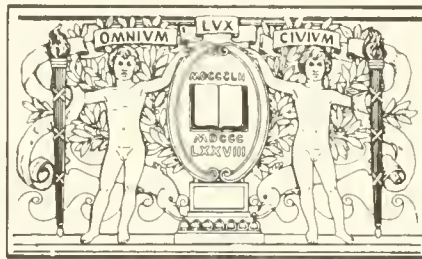


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MISSION HILL/MEDICAL CENTER AREA

An Interim Review of Current Development and
Transportation Proposals

Planning Department
Boston Redevelopment Authority

MISSION HILL/MEDICAL CENTER AREA

An Interim Review of Current Development and
Transportation Proposals

Planning Department
Boston Redevelopment Authority
October, 1974

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APPENDIX - PROCEDURES REQUIRED FOR A PLANNED DEVELOPMENT AREA ZONING DESIGNATION

INTRODUCTION

This interim report, prepared by the Planning Department of the Boston Redevelopment Authority, reviews current development and transportation proposals for the Mission Hill/Medical Center Area to establish a better basis for productive community dialogue and to identify planning and design issues which need to be resolved.

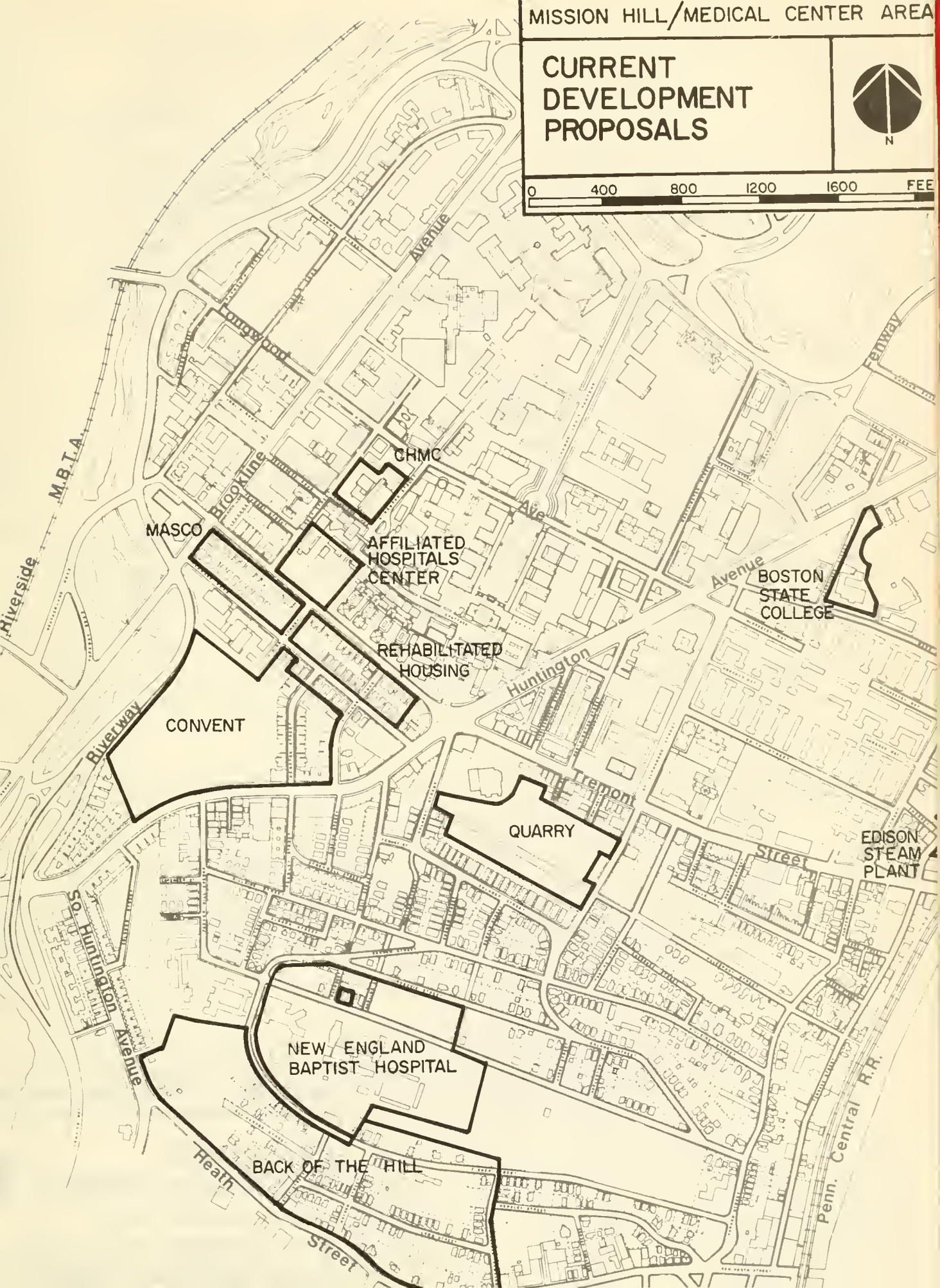
The Mission Hill/Medical Center Area has the largest concentration of educational institutions, hospitals, museums and research facilities in the entire Boston region. Over the past 10 years a number of new buildings have been constructed and several additional ones have been proposed (See Map-Current Development Proposals). Viewed in the aggregate, the scale of the proposed development will have a major impact on the Mission Hill/Medical Center Area. To insure that this growth is orderly and coordinated with adjacent residential areas, this development has come under close review by the City of Boston. Many proposals, such as the Affiliated Hospitals Center and Convent housing/garage developments, are in advanced stages of planning. Others, such as the MASCO Service Center, have not reached the design stage. Still others, such as the Back of the Hill housing development, are only in the early planning stages.

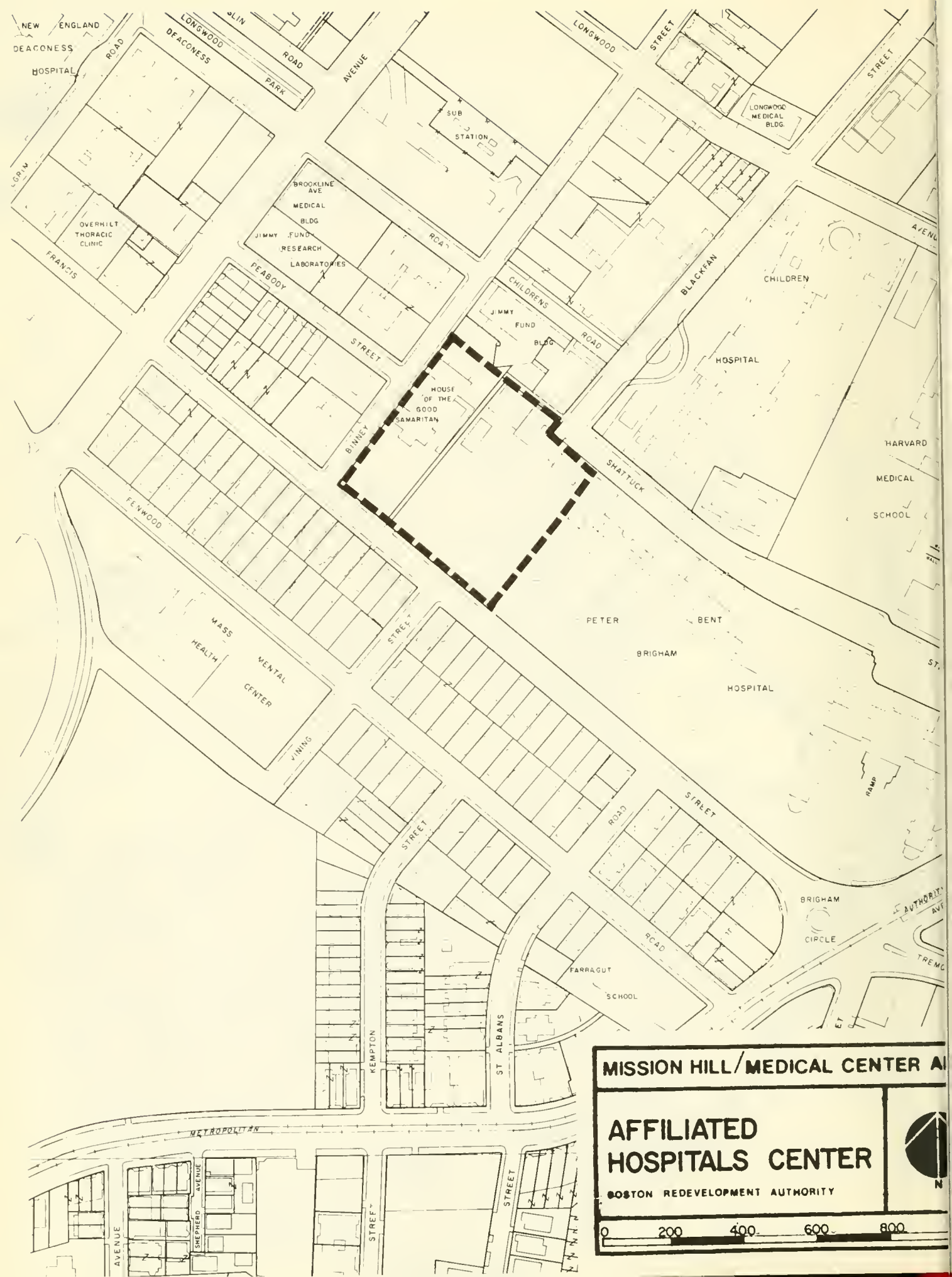
CURRENT DEVELOPMENT PROPOSALS

CURRENT DEVELOPMENT PROPOSALS



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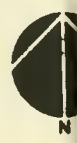


MISSION HILL / MEDICAL CENTER AREA

AFFILIATED HOSPITALS CENTER

BOSTON REDEVELOPMENT AUTHORITY

0 200 400 600 800



AFFILIATED HOSPITALS CENTER

Description of Proposal

This joint proposal by three hospitals will merge the physical plant facilities of Peter Bent Brigham, Robert Breck Brigham and Boston Hospital for Women into a newly constructed Affiliated Hospital Center (AHC) on 2.8 acre of land at Binney and Francis Streets. The site is now occupied by the House of the Good Samaritan Hospital and a parking lot of the Peter Bent Brigham Hospital. (See map.)

The purpose of the proposal (as stated by AHC) is to meet three major needs:

- a) The need to replace outmoded facilities.
- b) The need to provide expanded capacity for ambulatory care, and
- c) The need to consolidate and coordinate services presently offered in a fragmented way into a more efficient, comprehensive, medical complex.

After the completion of this project, it is expected that the Peter Bent Brigham Hospital buildings will be retained and used for hospital related uses. The Robert Breck Brigham hospital buildings have been purchased by the adjacent New England Baptist Hospital. Currently, there is no reuse plan for the Boston Hospital for Women.

On April 30, 1974, the Massachusetts Public Health Council approved AHC's Certificate of Need Application for the proposed Center after more than two years of deliberation.* This approval permits the development of a facility accommodating 680 beds, ambulatory care and supporting services.

The project cost has been estimated at \$100,000,000 which includes over \$60,000,000 in new construction. The hospital is designed to provide for two types of space; i.e., supporting services and nursing units (beds). The design of the AHC locates a large bulk of the supporting services below grade. The street level is utilized for pedestrian and vehicular traffic, and emergency and urgent care services. Above the street level are two levels of additional support services, and above these levels is a curvilinear, 14-story bed tower. Approximately 500,000 square feet of gross floor area is programmed for the complex.

* The Public Health Council's approved is necessary under the State's Certificate of Need Law, which is intended to prevent construction of unneeded health care facilities.

AHC will provide off street parking space for approximately 1,000 cars to be distributed between the MASCO Service Center and Convent site garages.*

Vehicular access to the AHC is proposed from Francis, Binney and Shattuck Streets. As part of the proposal, AHC will widen Francis Street (along its frontage) to 44 feet and Shattuck Street will be extended between Binney and Blackfan Streets.

Approvals Required

AHC's design proposal is not expected to meet all existing (H-3) zoning requirements. Therefore, approvals will be needed by the Boston Redevelopment Authority** and the Board of Appeal or the Zoning Commission, depending on the type of relief from the code sought by the petitioners.***

Approval of the State Department of Public Health will be needed for the Draft Environmental Impact Report on this project.

Planning and Design Issues

The AHC proposal should address the following planning and design issues of concern to the City:

1. Impact of new traffic generated by the AHC development on local streets in the Medical Center Area.
2. Assurances that the construction timetable for off-street parking in the Convent site and MASCO Service Center garages will be coordinated with the construction timetable for AHC.
3. Assurances that interim parking plans during construction of AHC will meet anticipated demand.
4. Determination of reuse for existing land and buildings to be vacated by AHC's member hospitals.

* MASCO is expected to allocate 370 spaces of its proposed 700 car Service Center garage and 650 spaces of its proposed 1200 space Convent garage to AHC. (See pages 8 and 14 of this report.)

** The Boston Redevelopment Authority, in its capacity as the City's Planning Agency, makes recommendations on petitions for zoning changes and variances to the Zoning Commission or Board of Appeal, who make final decisions.

*** See Appendix for procedures required for a Planned Development Area zoning designation.

5. Assurances that future development phases will not proceed in a "piecemeal" manner, and exceed local zoning maximums, i.e., maximum allowable floor area and minimum building setback.
6. Impact of height and bulk of proposed structure on surrounding neighborhood.
7. Inclusion in the design plan of a major pedestrian link through the AHC site to connect the Children's Hospital Medical Center with the Convent site and MASCO Service Center garages.

NEW ENGLAND BAPTIST HOSPITAL

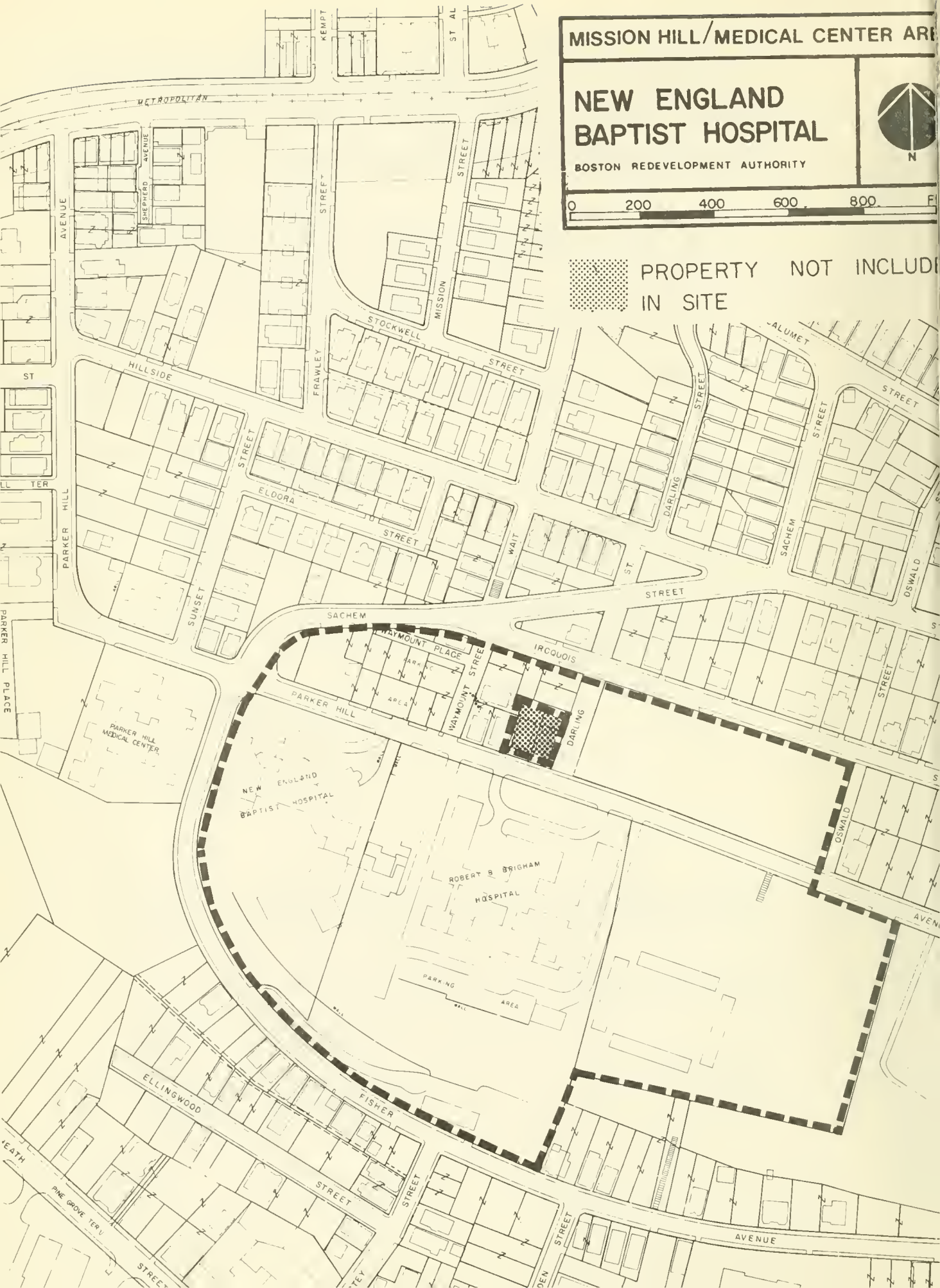
BOSTON REDEVELOPMENT AUTHORITY



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PROPERTY NOT INCLUDED
IN SITE



NEW ENGLAND BAPTIST HOSPITAL

Description of Proposal

This is a proposal by the New England Baptist Hospital (NEBH) to construct a new 250-bed replacement facility, a Doctor's Office Building for 35-50 doctors and 500 car parking structure on a 11.5 acre portion of the approximately 23 acres owned by NEBH at the top of Mission Hill. (See map.)

Over the past five years NEBH has proposed a number of different development schemes, although to date none of this development has been built. The School of Nursing, proposed for the corner site at Sachem Street and Parker Hill Avenue has been held up indefinitely because government funds needed for the project are unavailable.

On May 1, 1974, the New England Baptist Hospital submitted a Certificate of Need Application to the Massachusetts Public Health Council requesting approval for a replacement hospital facility, Doctor's Office Building and parking structure. The estimated cost for this project is \$31,000,000.

The proposed replacement hospital will contain 275,000 square feet of gross floor area in a 5-story structure. The proposed Doctor's Office Building will contain 60,000 square feet of gross floor area and is planned above a 500 car parking garage. The office and garage structure will rise 9 stories on Fisher Avenue and 4 stories on Parker Hill Avenue. Access to the garage will be from Fisher Avenue. The garage and doctor's office building will be connected by walkways to the replacement hospital facility.

No reuse plans exist for the remaining land and buildings owned by NEBH at the top of Mission Hill.

Approvals Required

The NEBH proposal is not expected to meet all existing (H-1) zoning requirements. Therefore, approvals will be needed by the Boston Redevelopment Authority* and the Board of Appeal or the Zoning Commission, depending on the type of relief from the code sought by the petitioners.**

* The Boston Redevelopment Authority, in its capacity as the City's Planning Agency, makes recommendations on petitions for zoning changes and variances to the Zoning Commission or Board of Appeal, who make final decisions.

** See Appendix for procedures required for a Planned Development Area zoning designation.

Approval by the State Department of Public Health will be needed for the Draft Environmental Impact Report on this project.

Approval of the Division of Air Quality Control of the Massachusetts Department of Public Health will be required for the proposed boiler plant serving the new facilities.

Planning and Design Issues

The NEBH proposal should address the following planning and design issues of concern to the City:

1. Impact on local street system from a net increase in off-street parking facilities of approximately 230 spaces; Fisher Avenue and Parker Hill Avenue are steep and already congested with parked cars.
2. Need for an overall plan for the land and buildings not included in the proposal, but owned by NEBH at the top of Mission Hill; the City and adjacent residential area should have protection from a project developed in "piecemeal".
3. Specific land use questions include: the reuse of the present Robert Breck Brigham and NEB Hospital buildings, the future use of the parking area now used by the Robert Breck Brigham Hospital, to the north of Parker Hill Avenue and the reuse of the site proposed for the nursing school.
4. Possible adverse impact on the area's water resources, as a result of the proposed development. Serious problems presently exist on Mission Hill, particularly with respect to adequacy of water supply.
5. The top of Mission Hill has a significant visual and potential landmark value which must be considered in the project's design, particularly with respect to the impact of proposed building heights on Fisher Avenue and Parker Hill Avenue residential areas.

CHILDREN'S HOSPITAL MEDICAL CENTER
(Existing Harvard Power Plant)

Description of Proposal

It is anticipated that following completion of MASCO's Service Center*, Harvard University will transfer the 1.4 acres of land, presently occupied by Harvard's power plant, to the Children's Hospital Medical Center (CHMC). It is expected the power plant will be demolished by Harvard and the land used for CHMC expansion. The site is bounded by Deaconess Road, Binney Street, Blackfan Street and the rear property lines along Longwood Avenue. (See map.)

No reuse plan for this site has been proposed by CHMC.

Required Approvals

It is anticipated CHMC's eventual design proposal for a new building will not meet all existing H3/B4 zoning requirements, particularly the Floor Area ratio provisions. Therefore, approvals will be needed by the Boston Redevelopment Authority** and the Board of Appeal or the Zoning Commission, depending on the type of relief from the code sought by the petitioners.***

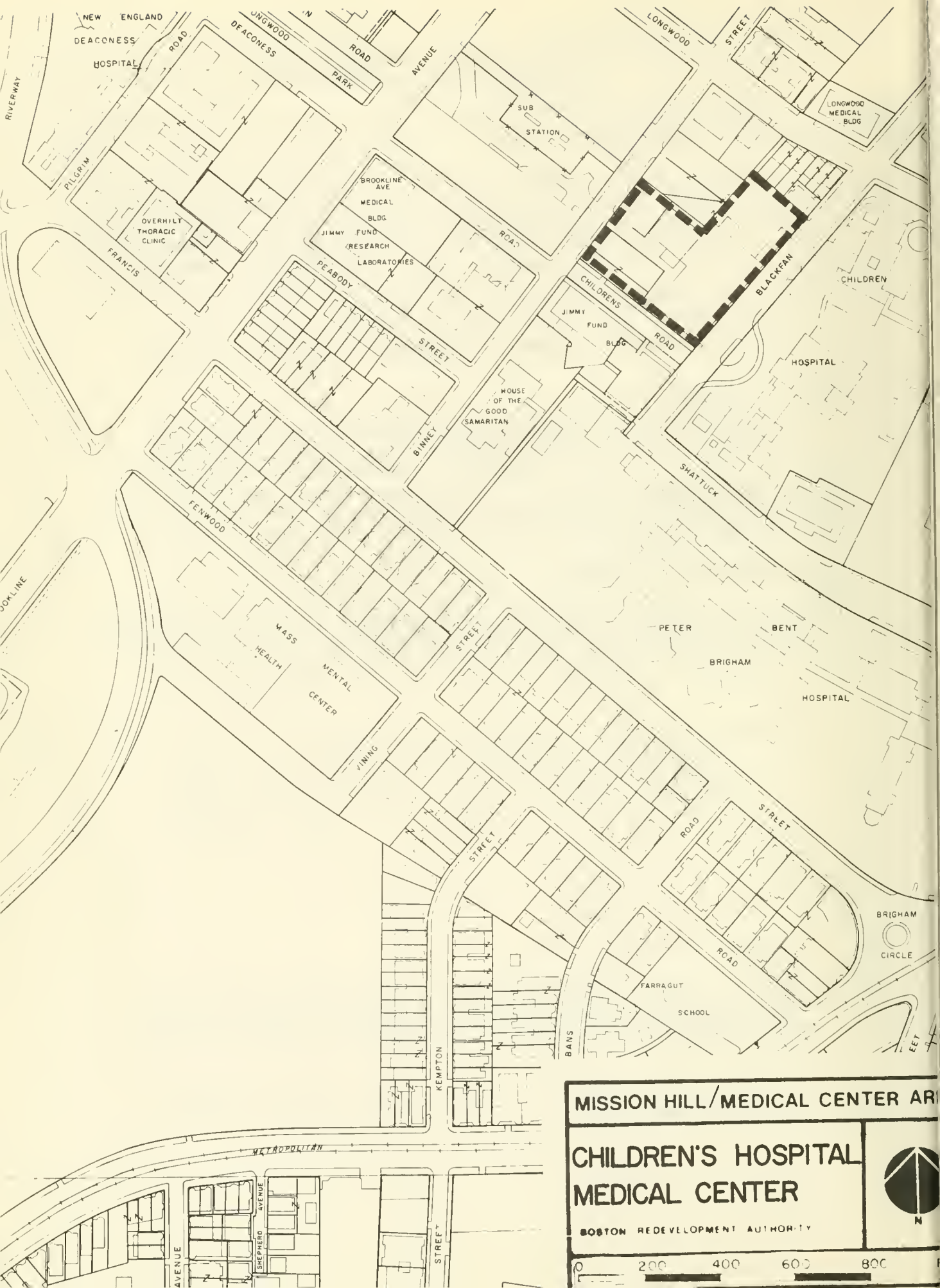
Planning and Design Issues

All reuse proposals should relate to the character of existing development in the immediate area, particularly the land use and local circulation pattern.

* See page 14 of this report.

** The Boston Redevelopment Authority, in its capacity as the City's Planning Agency, makes recommendations on petitions for zoning changes and variances to the Zoning Commission or Board of Appeal, who make final decisions.

*** See Appendix for procedures required for a Planned Development Area zoning designation.



MISSION HILL/MEDICAL CENTER AREA

CHILDREN'S HOSPITAL MEDICAL CENTER

BOSTON REDEVELOPMENT AUTHORITY



0 200 400 600 800 FEET

Description of Proposal

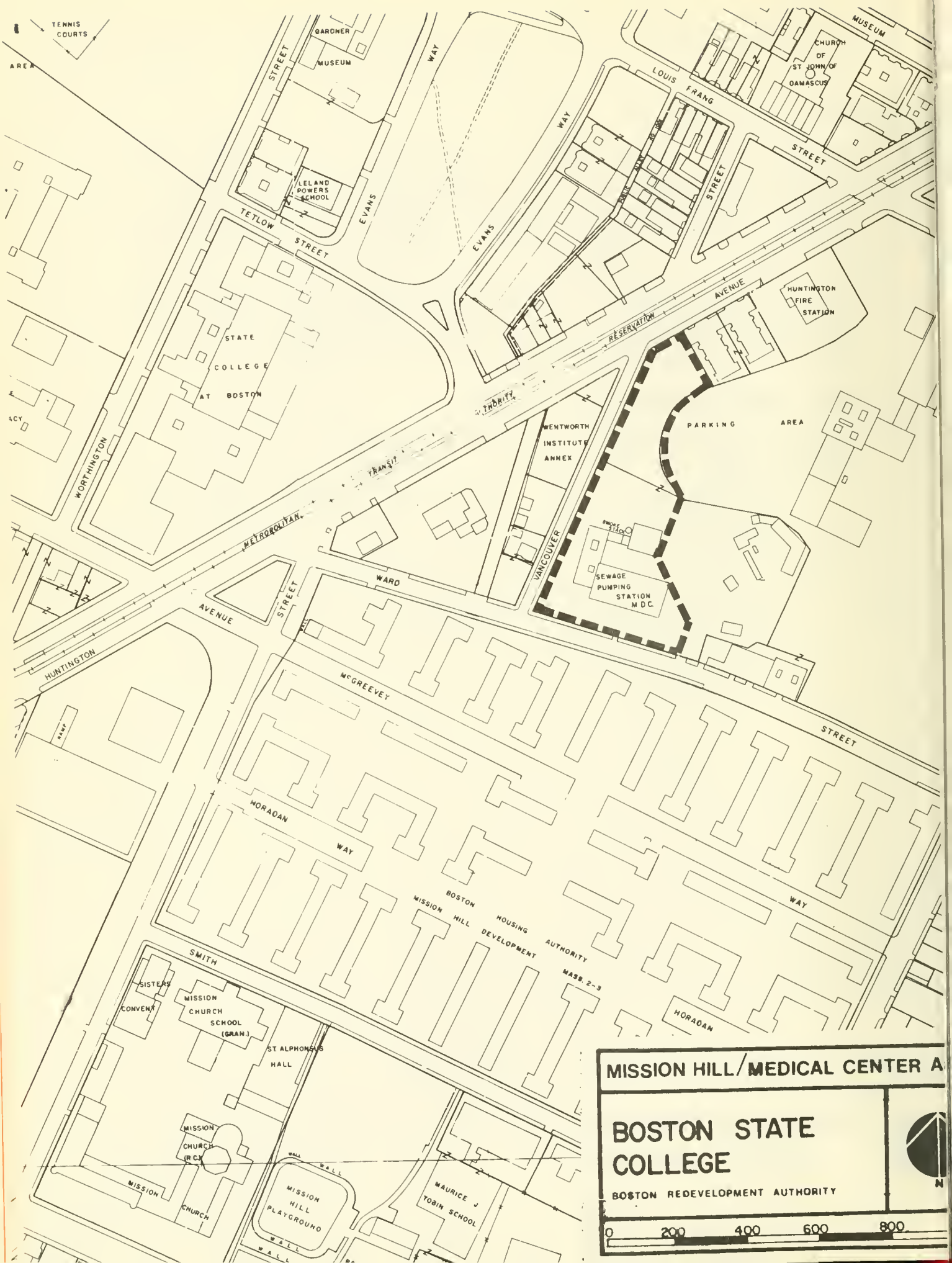
This proposal by the Division of State Colleges (for Boston State College) is to construct a physical education and parking garage facility on 777,000 square feet of land currently owned by the Metropolitan District Commission (MDC). The site is generally bounded by Vancouver and Ward Streets, the MDC's Ward Street Headworks, and Wentworth Institute.

Chapter 836 of the Acts of 1974 authorizes and directs the Metropolitan District Commission to transfer its land to the Division of State Colleges. There are no design plans for this facility although the proposed uses are expected to include a 500 space garage, a swimming pool and hockey rink in a 5 to 7 story structure.

Planning and Design Issues

The Boston State College proposal should address the following planning and design issues of concern to the City:

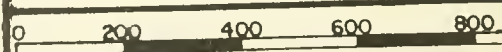
1. Possible adverse environmental impacts on adjacent neighborhood caused by heavy vehicular traffic, and by the height and bulk of the proposed structure.
2. Justification for 500 space garage in view of City Policy and Environmental Protection Administration Regulations, which discourage automobiles within the City.
3. Provision of parking and recreational services for nearby neighborhood.



MISSION HILL / MEDICAL CENTER AREA

**BOSTON STATE
COLLEGE**

BOSTON REDEVELOPMENT AUTHORITY



CONVENT HOUSING/GARAGE (Olmsted Park Proposal)

Description of Proposal

This joint proposal by Harvard University and the Convent Site Development Entity (community sponsored by the Roxbury Tenants of Harvard) is to construct 860 units of mixed-income housing and an underground garage for approximately 1200 vehicles on 12 acres of land. The site is owned by Harvard University and occupied by a parking lot (formerly the Convent of the Good Shepard) and 50 residential structures (containing 122 families). It is bounded by Huntington Avenue, the Riverway, St. Albans Street, Fenwood Road, Vining Street and the Massachusetts Mental Health Center. (See map.)

Five hundred of the 860 housing units proposed will be subsidized under the Department of Housing and Urban Development's Section 236 Program. It is estimated that 285 of these 500 subsidized units will rent at moderate income levels to tenants receiving interest subsidies, and 215 units will rent to low-income families receiving interest subsidies plus either rent supplements from the Boston Housing Authority's Leased Unit Program or direct aid from the Massachusetts Department of Community Affairs. The remaining 350 units will rent at market levels. A \$38 millions mortgage commitment for this housing has been given by the Massachusetts Housing and Finance Agency.

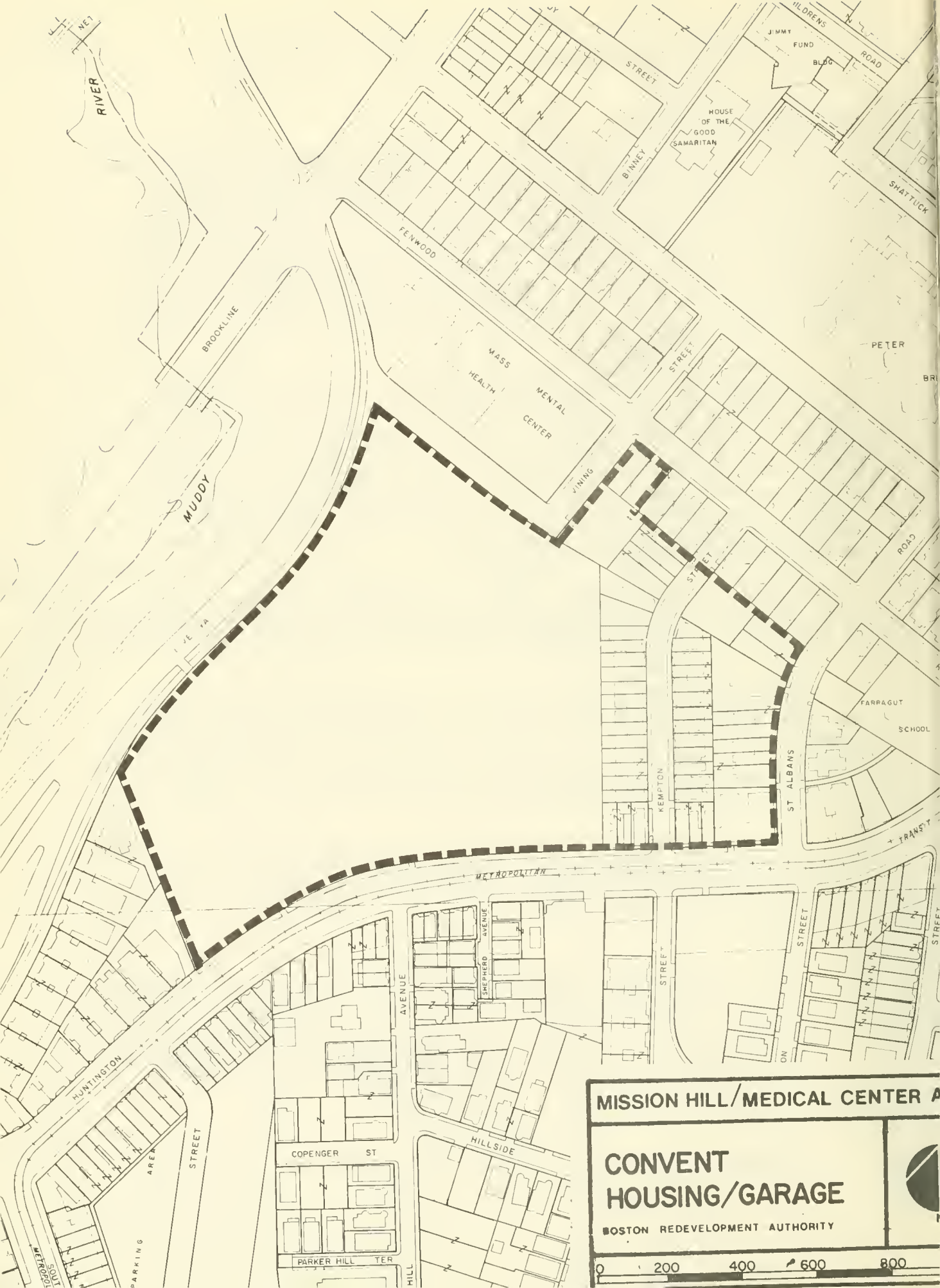
The proposed housing includes: 460 one-bedroom, 241 two-bedroom, 125 three-bedroom, and 34 four-bedroom units. Resident population is estimated at approximately 2220 individuals (1755 adults and 465 children--under 18 years old).

The preliminary design program indicates one high rise, three mid-rise and 156 Townhouse structures* as well as a community center, an outdoor swimming pool, retail stores, medical offices, and an underground parking garage serving tenants, patients for the medical offices and employees from the nearby medical institutions.** The garage will be operated by the Medical Area Service Corporation (MASCO).

The off-street parking plan indicates most on-site parking in the proposed 1200 car underground garage with a limited number of surface spaces provided for townhouse and elderly units, and for visitors and shoppers (using ground floor retail space).

* The closing of Kempton Street, a public right-of-way running through the site is planned to allow housing to be constructed on it.

** Approximately 650 spaces will be allocated to the Affiliated Hospitals Center for the use of AHC employees and staff.



MISSION HILL/MEDICAL CENTER AREA

CONVENT HOUSING/GARAGE

BOSTON REDEVELOPMENT AUTHORITY

0 200 400 600 800

Vehicular access to the garage and the housing are separated in the proposed design scheme. Vining Street and the Riverway are the major access routes into the garage;(a limited use egress from the garage to Huntington Avenue is also planned). While access to the housing is from Huntington Avenue, St. Albans Street and Fenwood Road.

Approvals Required

The Convent proposal is not expected to meet all existing (H-1) zoning requirements. Therefore, approvals will be needed by the Boston Redevelopment Authority* and the Board of Appeal or the Zoning Commission, depending on the type of relief from the code sought by the petitioners.**

Approval by the State Departments of Natural Resources and Public Health may also be needed for the Draft Environmental Impact Report on this project.

Planning and Design Issues

The Convent housing/garage proposal should address the following planning and design issues of concern to the City:

1. Need for a medical area circulation plan in order to evaluate the proposal's traffic impact on the immediate area.
2. Possible adverse environmental impacts from closing Kempton Street and adding new curb cuts onto Huntington Avenue and the Riverway.
3. Possible negative impacts from the nearby MASCO Service Center and Affiliated Hospitals Center developments (now in planning).
4. Evaluation of the proposed site plan in terms of marketability of the non-subsidized units.
5. Availability of adequate relocation housing for the 122 families presently living on the site.
6. Need for coordination with the City's proposed plan for Huntington Avenue (between Brigham Circle and South Huntington Avenue) to insure an adequate right-of-way of approximately 110 to 120 feet.

* The Boston Redevelopment Authority, in its capacity as the City's Planning Agency, makes recommendations on petitions for zoning changes and variances to the Zoning Commission or Board of Appeal, who make final decisions.

** See Appendix for procedures required for a Planned Development Area zoning designation.

7. Possible need for additional garage spaces to accommodate present and future institutional demand.
8. Impact of projected school children load on enrollment capacity in the nearby Farragut school; this school is old and outmoded, and its replacement has been discussed for at least 10 years.
9. Extent to which on-site retail and medical office uses impact the economic stability of Brigham Circle and Brookline Avenue commercial areas.
10. Extent to which plans for rehabilitation of nearby Harvard University owned housing (south of Francis Street) will be phased with the proposed Convent housing.
11. Need for coordination of proposed garage construction with the Affiliated Hospitals Center (AHC) development to insure sufficient off-street parking for AHC.

REHABILITATED HOUSING

Description of Proposal

This proposal by Harvard University is to rehabilitate thirty five 2½ and 3 story Harvard owned structures on 3.7 acres of land adjacent to the Convent Housing/Garage site. The site is bounded by Francis Street and Fenwood Road (between Vining Street and the rear property lines along Huntington Avenue). (See map.) It is anticipated that some of these units will be made available to relocatees from the Convent site and MASCO Service Center developments. Harvard is presently exploring ways of returning ownership of this housing to the community through the Roxbury Tenants of Harvard.

Exterior rehabilitation of these buildings is presently being completed; rehabilitation of the interiors will be completed at a later date.

Approvals Required

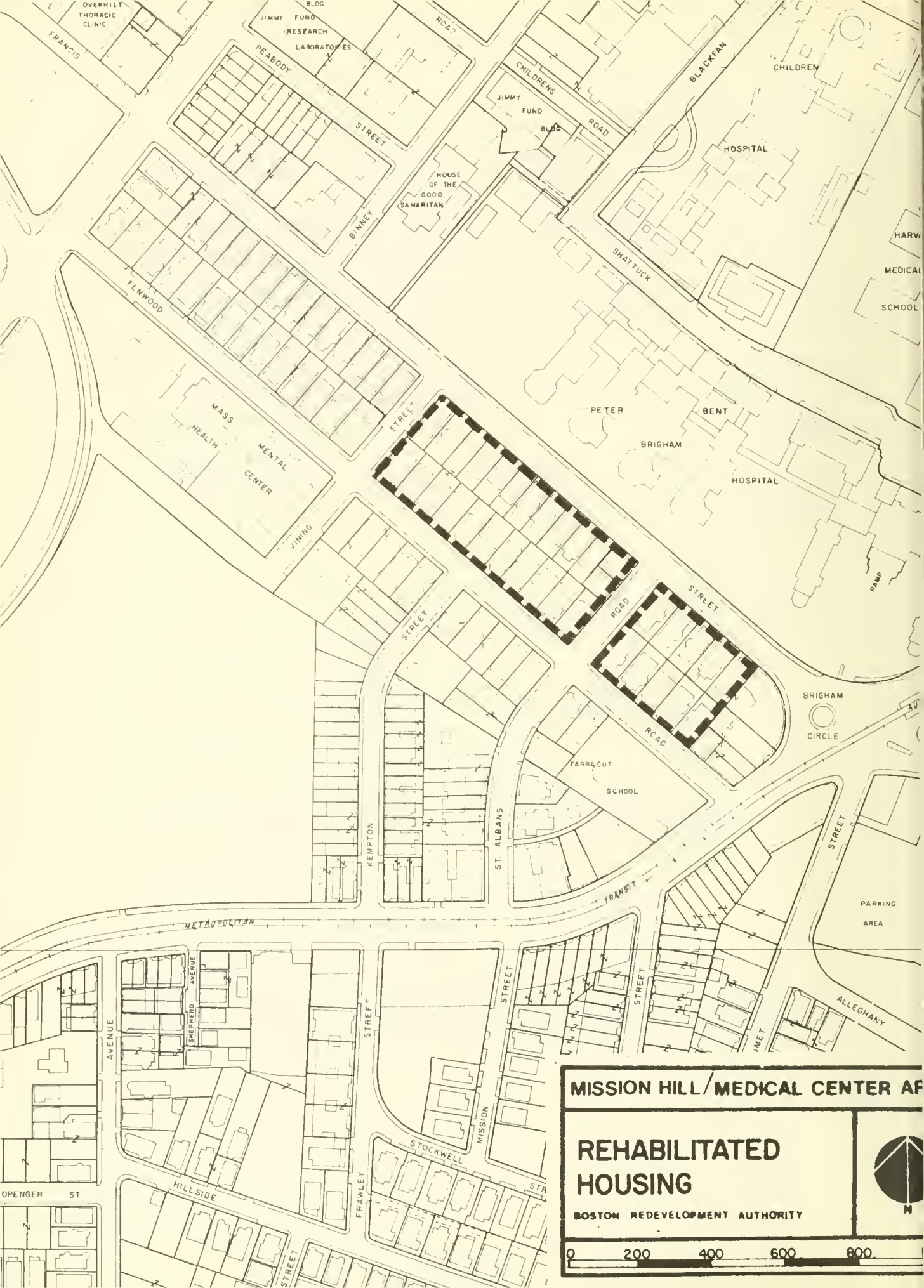
If an increase in units or new construction results from the proposed rehabilitation, Boston Redevelopment Authority* and Board of Appeal approvals will likely be required to provide relief from existing zoning requirements.

Planning and Design Issues

The rehabilitation housing proposal should address the following planning and design issues of concern to the City:

1. Need for coordination of rehabilitation program with other major developments proposed for this area to insure adequate housing for relocatees.
2. Possible need for on-site parking.
3. Minimizing possible adverse impacts from other proposed developments in the area, i.e., Affiliated Hospitals Center, MASCO Service Center and Convent Housing/Garage.

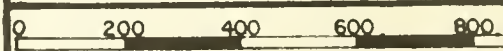
* The Boston Redevelopment Authority, in its capacity as the City's Planning Agency, makes recommendations on petitions for zoning changes and variances to the Zoning Commission or Board of Appeal, who make final decisions.



MISSION HILL / MEDICAL CENTER AREA

REHABILITATED HOUSING

BOSTON REDEVELOPMENT AUTHORITY



BACK OF THE HILL

Description of Proposal

This proposal by the Back of the Hill Community Development Association (BOHCDA) is for the construction of approximately 830 new subsidized housing units (with accessory commercial uses) and the rehabilitation of 70 housing units in existing 2½-3 story structures. The site includes 23 acres of predominantly vacant land owned by the Lahey Clinic and Ruggles Baptist Church on the backside of Mission Hill. The boundaries are Heath Street, South Huntington Avenue, Fisher Avenue, and Bucknam Street. (See map.)

A 1972 planning report* of the Boston Redevelopment Authority determined that it was generally feasible to market housing units on this site for smaller households and families, and, to a lesser extent, the elderly. The report recommended that housing density on the Lahey parcel not exceed 60 units per acre and that a maximum of 25 units per acre (already proposed by BOHCDA) should guide development on the Ruggles parcel because of probable family composition in the units.

The planning report also outlined a possible housing program for the Lahey parcel including an elderly (200 unit) residential tower, and low and medium rise buildings for 250 small families. In addition, recreation space, community meeting rooms and accessory ground floor commercial space was indicated.

Approvals Required

The Back of the Hill proposal will likely not meet all existing zoning requirements for this site. Therefore, approvals will be needed by the Boston Redevelopment Authority** and the Board of Appeal or the Zoning Commission, depending on the type of relief from the Code sought by the petitioners.***

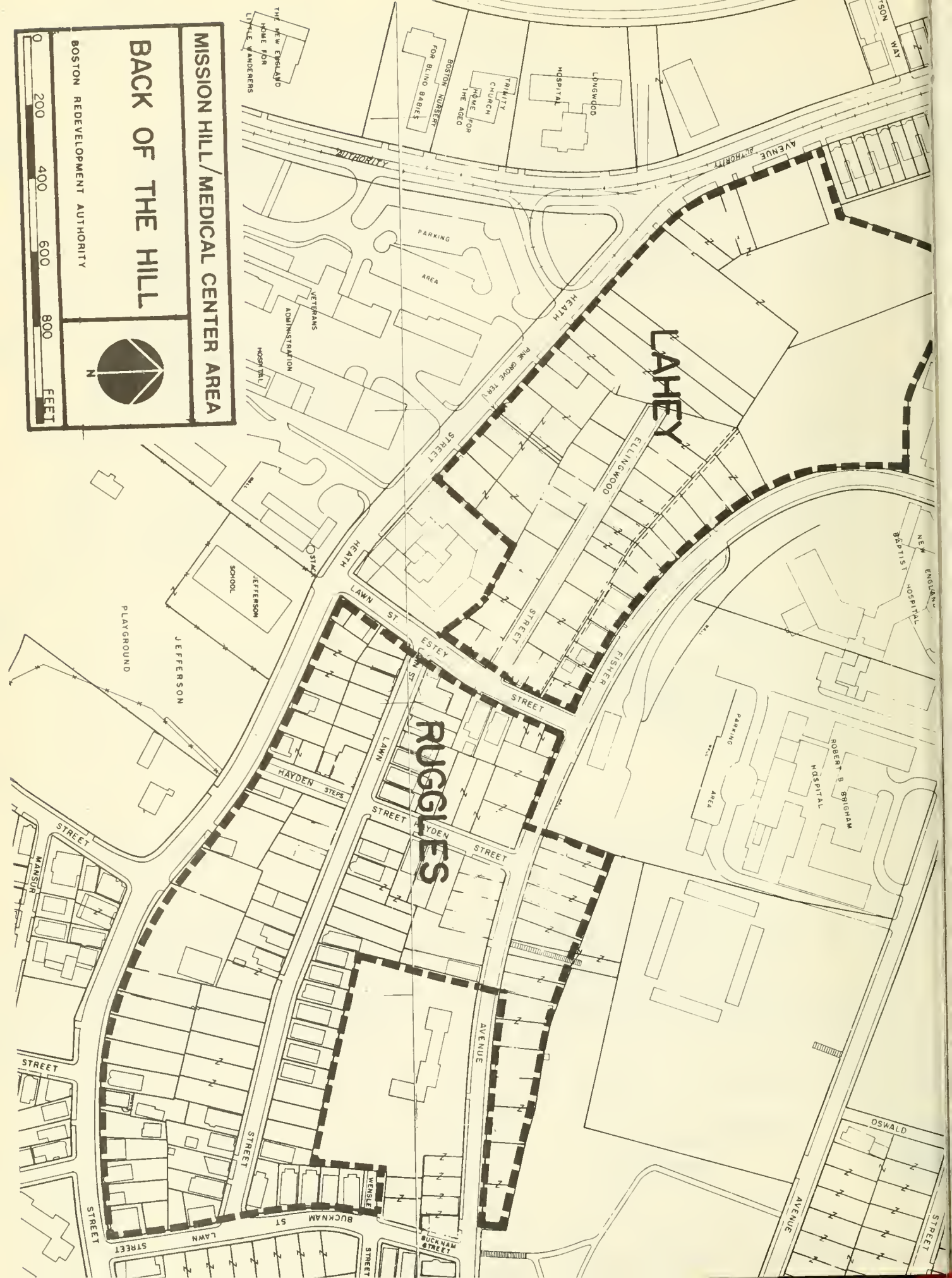
* Boston Redevelopment Authority, Evaluation of the "Back of the Hill" Development Proposal, March, 1973.

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*** See Appendix for procedures required for a Planned Development Area zoning designation.

BACK OF THE HILL

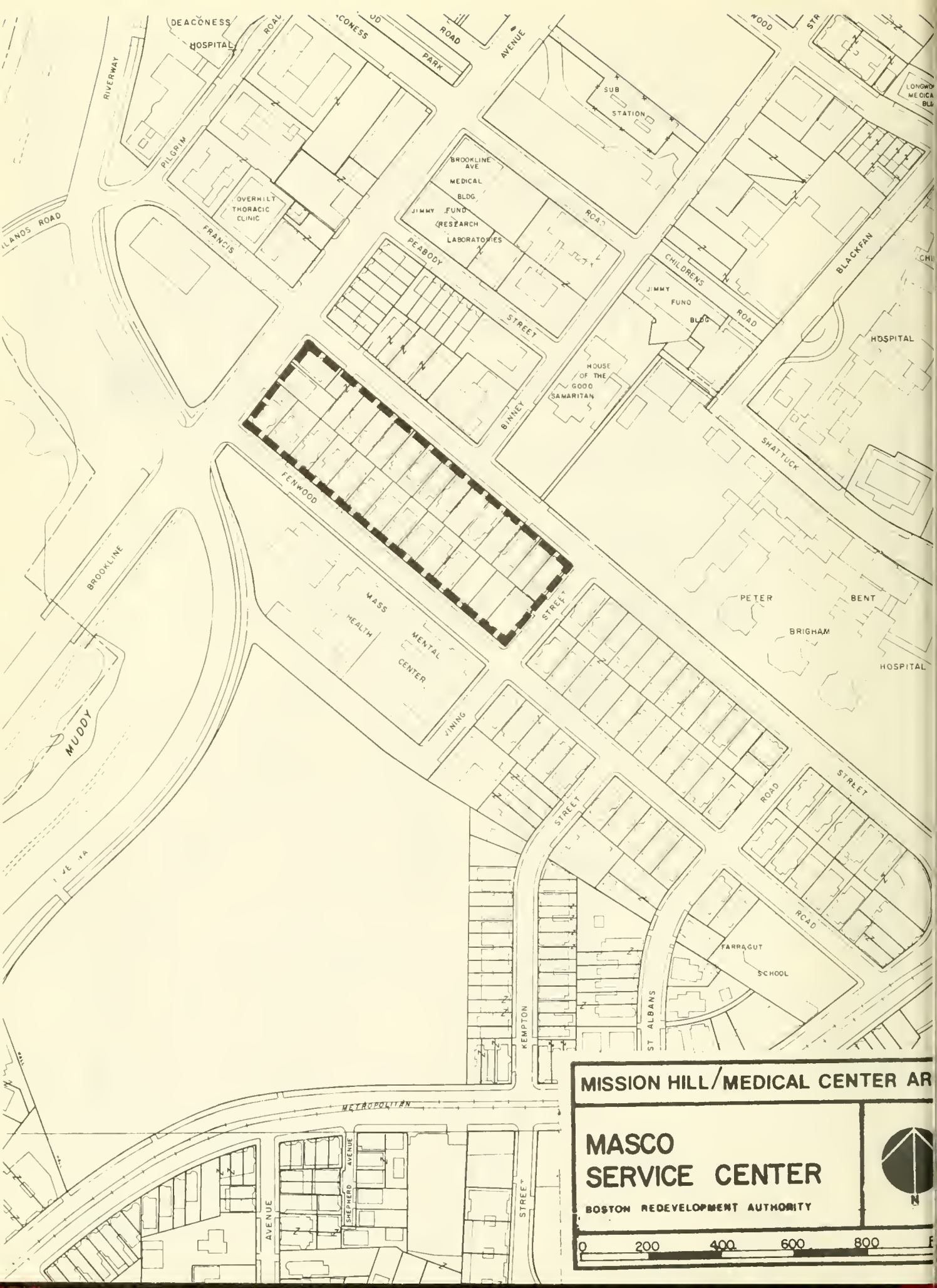
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Planning and Design Issues

The Back of the Hill housing proposal should address the following planning and design issues of concern to the City:

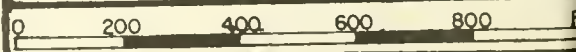
1. Land write-down (through governmental subsidies) on the Lahey parcel may be necessary because of more than \$2 million required to cover excessive land costs and premium foundation and retaining wall costs due to steep slopes.
2. New development or rehabilitation on the Ruggles parcel may be difficult because of serious environmental problems in the neighborhood and because governmental subsidy programs for homeownership and low-moderate income rentals are not currently available.
3. Need to relate BOH proposal to plans for New England Baptist Hospital (at the top of Mission Hill).
4. Need for local street improvements such as the widening of Heath Street and Fisher Avenue, and the abandonment of older streets and construction of new ones.
5. Impact of projected school children load on enrollment capacity in the elementary school serving this area.
6. Need to relate local housing demand to area-wide housing demand from the personnel of nearby medical and educational institutions.



MISSION HILL/MEDICAL CENTER AREA

MASCO
SERVICE CENTER

BOSTON REDEVELOPMENT AUTHORITY



MASCO SERVICE CENTER

Description of Proposal

This proposal by Harvard University and the Medical Area Service Corporation (MASCO) is to construct a Service Center and energy plant* on 2.8 acres of land bounded by Brookline Avenue, Fenwood Road, Francis Street and Vining Street. (See map.) Currently, this site is occupied by twenty five 2 and 3 story residential buildings which house 59 families (180 persons).

The design program for the Service Center calls for an entirely below grade total energy plant, a warehouse (and material handling and distribution system for MASCO's member institutions), office space and a garage. A 6-7 story structure, occupying approximately 65% of the site, is expected to be needed for this program. A landscaped community park is proposed on the remaining land.

Major access to the Service Center is planned from Francis Street although, depending on the final design, access may also be needed from Fenwood Road and Binney Street (extended between Francis Street and Fenwood Road).

The overall purposes of the Service Center are the following:

1. To provide a reliable source of electricity, steam, and chilled water to member institutions.
2. To create an effective system for the distribution of electricity, steam, and chilled water to member institutions.
3. To improve the means of collecting and disposing the solid waste produced by the member institutions.
4. To centralize receipt and distribution of supplies so as to lessen the flow of service vehicles through the area.
5. To provide additional storage space for the member institutions.
6. To add to the current stock of parking spaces so that the total parking system can match demand.

* Following completion of the MASCO energy plant, Harvard's present power plant at Deaconess Road and Binney Street will be demolished and the land transferred to the Children's Hospital Medical Center (see page 6 of this report).

The following is a detailed description of the Service Center's program elements:

1. Total Energy Plant

- a. The Plant: The total energy plant will use diesel engines to generate electricity. The heat produced as a by-product will then be recovered and converted into hot water and steam. In the summer months some of this heat energy will be recovered for the generation of chilled water for air conditioning.
- b. Distribution System: The steam, chilled water, and electricity will be distributed to member institutions through the existing utility distribution tunnel system. An extension to the tunnel system is proposed to enable the Beth Israel Hospital and Affiliated Hospitals Center also to be served directly by the new plant.
- c. Waste Disposal System: This system will consist of a network of pneumatic pipes located in the utility distribution tunnel. It will permit solid waste from member institutions to be collected at the source point and transported directly to the energy plant for incineration in a built-in unit.
- d. Fuel Storage: A 30-day supply of fuel is proposed on site in underground tanks below the building to provide for any unforeseen interruption in fuel delivery.

2. Materials Handling System

The materials handling system consists of a tunnel network adjacent to the utility distribution system. It will provide for the distribution of materials and supplies from the proposed warehouse (discussed below) to each institution desiring such a connection. At the minimum, the Affiliated Hospitals Center is expected to rely on this system for their materials handling needs.

3. Warehouse

One floor of warehouse space is proposed at grade level above the energy plant. The warehouse is expected to provide approximately 60,000 square feet of institutional storage space for supplies and medical records. A partial consolidation of institutionally generated service traffic in the area will be possible after the warehouse is completed.

4. Garage

A garage for 700 cars is proposed on the upper floors above the warehouse. Approximately 375 spaces in this garage will be reserved for use of Affiliated Hospitals Center's visitors, out-patients, and employees. The remaining spaces will be used by other MASCO institutions.

5. Office Space

Approximately 10,000 square feet of office space is proposed for administrative activities of MASCO and related institutions.

Approvals Required

The Service Center's design program is not expected to meet all existing (H-1) zoning requirements. Therefore, approvals will be needed by the Boston Redevelopment Authority* and the Board of Appeal or the Zoning Commission, depending on the type of relief from the code sought by the petitioners.**

Under Chapter 1232 of the Acts of 1973, approval of the proposal energy plant may be needed by the State's Electric Power Facilities Siting Council.

Under the Boston Transportation Control Plan promulgated by EPA, a permit will be required from EPA for construction of the proposed parking facility.

Approval of the Division of Air Quality Control of the Massachusetts Department of Public Health will be required for the proposed energy plant.

Planning and Design Issues

The Service Center proposal should address the following planning and design issues of concern to the City:

1. Possible adverse environmental impacts from increased traffic congestion, noise, air pollution, and street disruption (during construction of the distribution lines).

* The Boston Redevelopment Authority, in its capacity as the City's Planning Agency, makes recommendations on petitions for zoning changes and variances to the Zoning Commission or Board of Appeal, who make final decisions.

** See Appendix for procedures required for a Planned Development Area zoning designation.

2. Particular adverse environmental impact from new truck traffic related to the warehouse and to the energy plant oil storage facilities.
3. Relocation program required for site residents.
4. Feasibility of alternative Service Center sites in the Medical Center Area.
5. Relationship of energy plant component to Boston Edison Company proposals (at Colburn and at Station Streets) in Mission Hill.
6. Overall electric power needs in the Medical Center Area and the ability of the MASCO plant to satisfy these needs.
7. Allocation by institution of proposed garage spaces.
8. Need for coordination of proposed garage construction with the Affiliated Hospitals Center (AHC) development to insure sufficient off-street parking for AHC.
9. Feasibility of a joint (MASCO-Edison) energy plant for the Medical Center Area.
10. Need to relate the Service Center's design to existing residential and institutional uses in the area.

EDISON STEAM PLANT

Description of Proposal

This proposal by Boston Edison Company is to construct a package steam generating plant on 1.3 acre of vacant land bounded by Station Street, the Penn Central Railroad, rear property lines along Tremont Street, and Gurney Street. (See map.) This land was formerly occupied by the Trimount Clothing Company factory.

According to spokesmen from Boston Edison, the construction schedule for this plant* may be delayed if Harvard University and the Medical Area Service Corporation (MASCO) implement plans to construct a total energy plant at Francis Street and Brookline Avenue (see pages 14 to 17 of this report). The utility anticipates that the MASCO plant will attract many existing institutional customers away from Edison.

There are currently no design specifications for Edison's proposed plant.

Approvals Required

The steam plant proposal is not expected to meet all existing (M-2) zoning requirements. Therefore, approvals may be needed** by the Boston Redevelopment Authority*** and the Board of Appeal or the Zoning Commission, depending on the type of relief from the code sought by the petitioners.

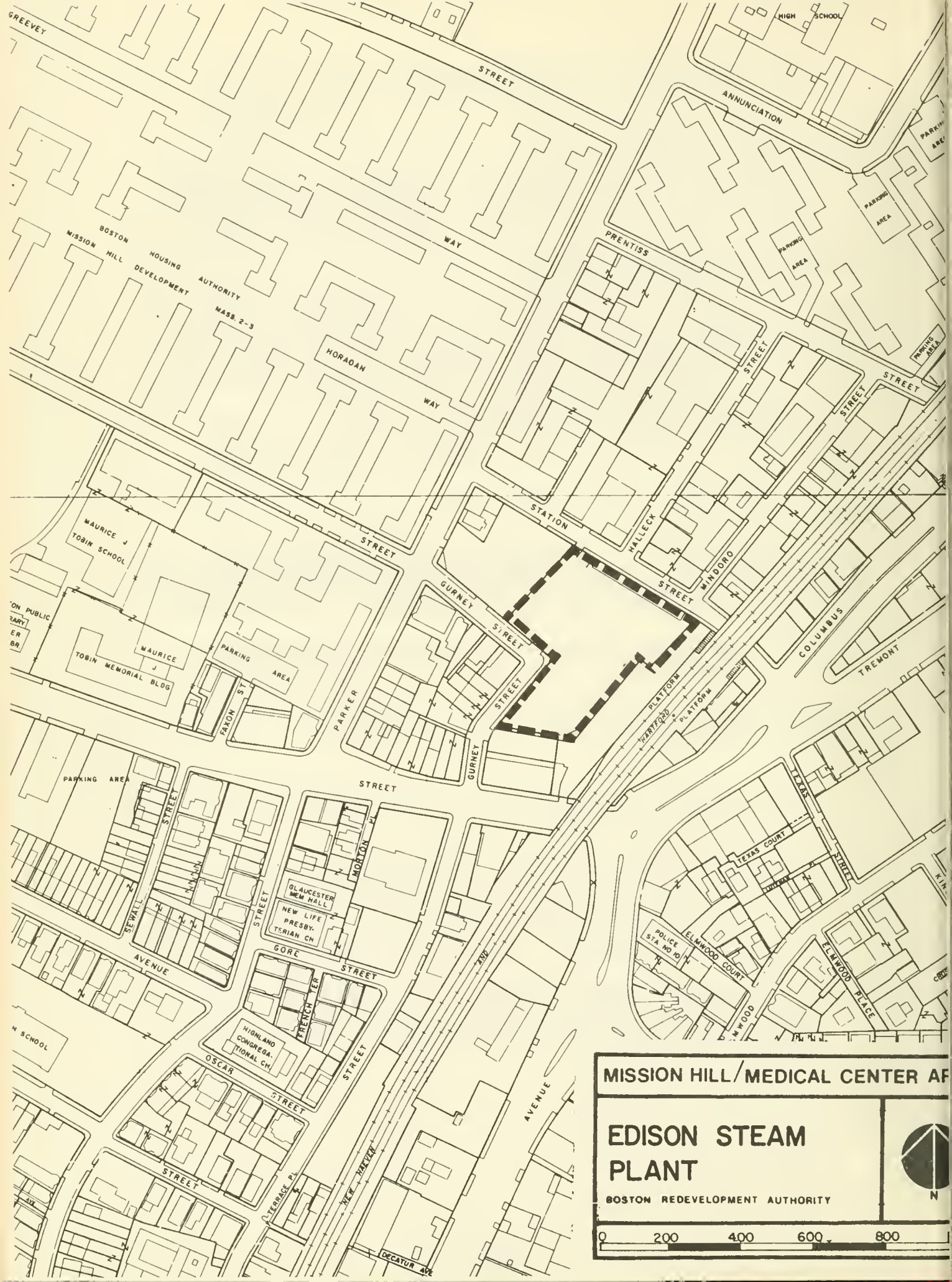
Approval of the Division of Air Quality Control of the Massachusetts Department of Public Health will be required for the proposed plant.

Under Chapter 1232 of the Acts of 1973, approval may also be required by the State's Electric Power Facilities Siting Council.

* As well as Edison's proposed Colburn Street transmission station (at Huntington Avenue and Colburn Street).

** Although Section 6 of the State's Zoning Enabling Legislation (Chapter 665 of the Acts of 1956) exempts public service corporations from conformance to local zoning regulation after determination by the State Department of Public Utilities that the use in question is reasonably necessary for the convenience or welfare of the public.

*** The Boston Redevelopment Authority, in its capacity as the City's Planning Agency, makes recommendations on petitions for zoning changes and variances to the Zoning Commission or Board of Appeal, who make final decisions.



MISSION HILL / MEDICAL CENTER AREA

EDISON STEAM PLANT

BOSTON REDEVELOPMENT AUTHORITY

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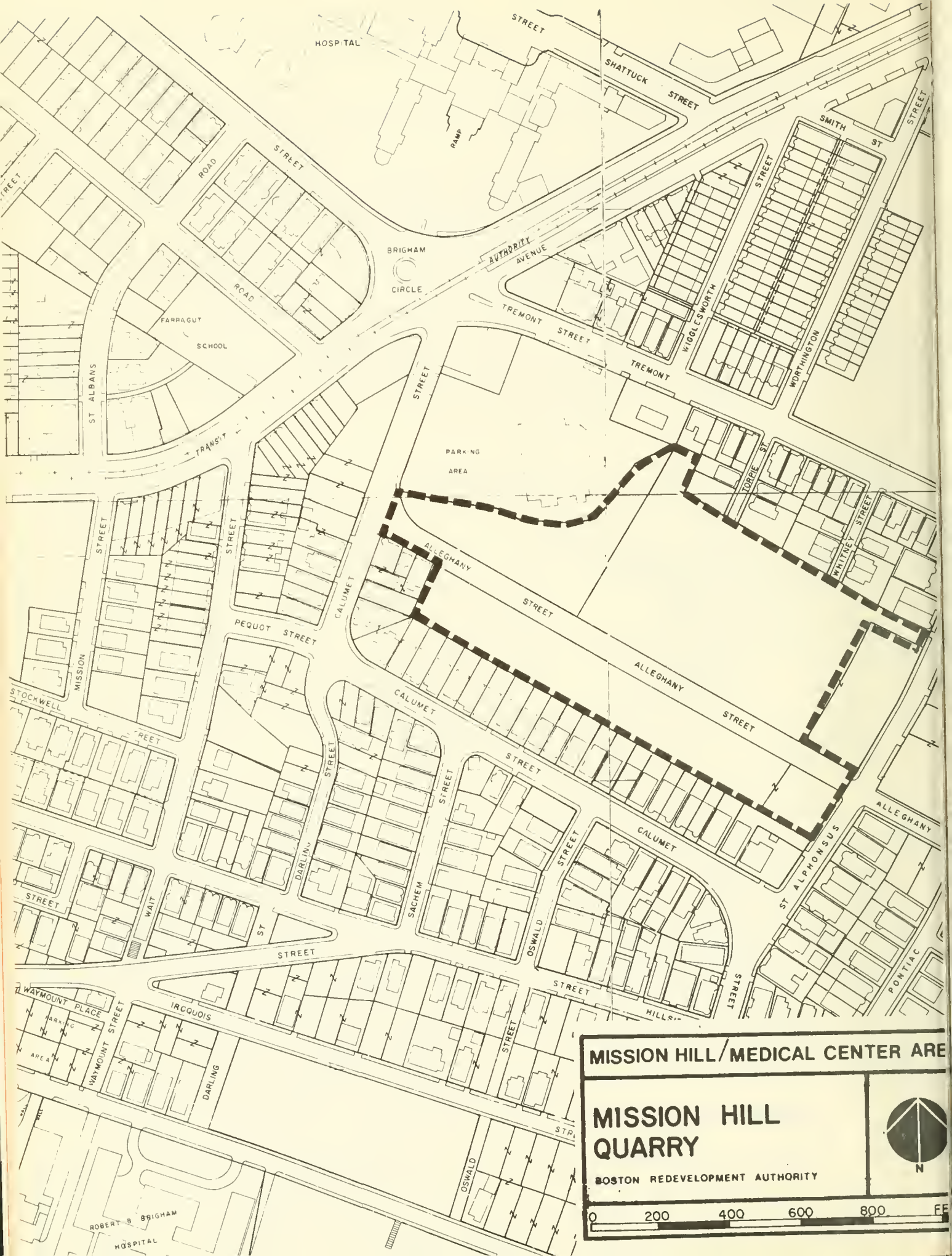
N

Planning and Design Issues

The Edison Steam Plant proposal should address the following planning and design issues of concern to the City:

1. Possible adverse environmental impacts from street disruption (during construction of distribution lines) and from traffic congestion, noise and air pollution.
2. Feasibility of a joint (MASCO-Edison) energy plant for the Medical Center Area.
3. Comparative benefits to City from MASCO's* and Edison's proposals.
4. Relationship of Edison's proposal to plans for the Southwest Corridor development area.

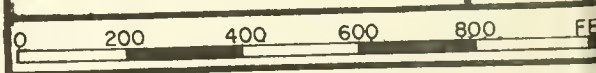
* See page 14 of this report.



MISSION HILL / MEDICAL CENTER AREA

MISSION HILL
QUARRY

BOSTON REDEVELOPMENT AUTHORITY



MISSION HILL QUARRY

Description of Proposal

While there are no current proposals for development of this 6+ acre site owned by Harvard University and bounded by Brigham Circle retail outlets, Calumet Street and St. Alphonsus Street (see map), a 1972 community sponsored master plan* suggested this site was appropriate for joint school, housing and open space use.

Harvard University has indicated a willingness to make the Quarry Site available for development oriented to community needs.

Approvals Required

It is anticipated that any proposal for the Quarry site will not meet all existing (R-.8) zoning requirements. Therefore, approvals will be required by the Boston Redevelopment Authority** and the Board of Appeal or the Zoning Commission, depending on the type of relief from the Code sought by the petitioners.***

Planning and Design Issues

Any proposed development on the Quarry site should address the following planning and design issues of concern to the City:

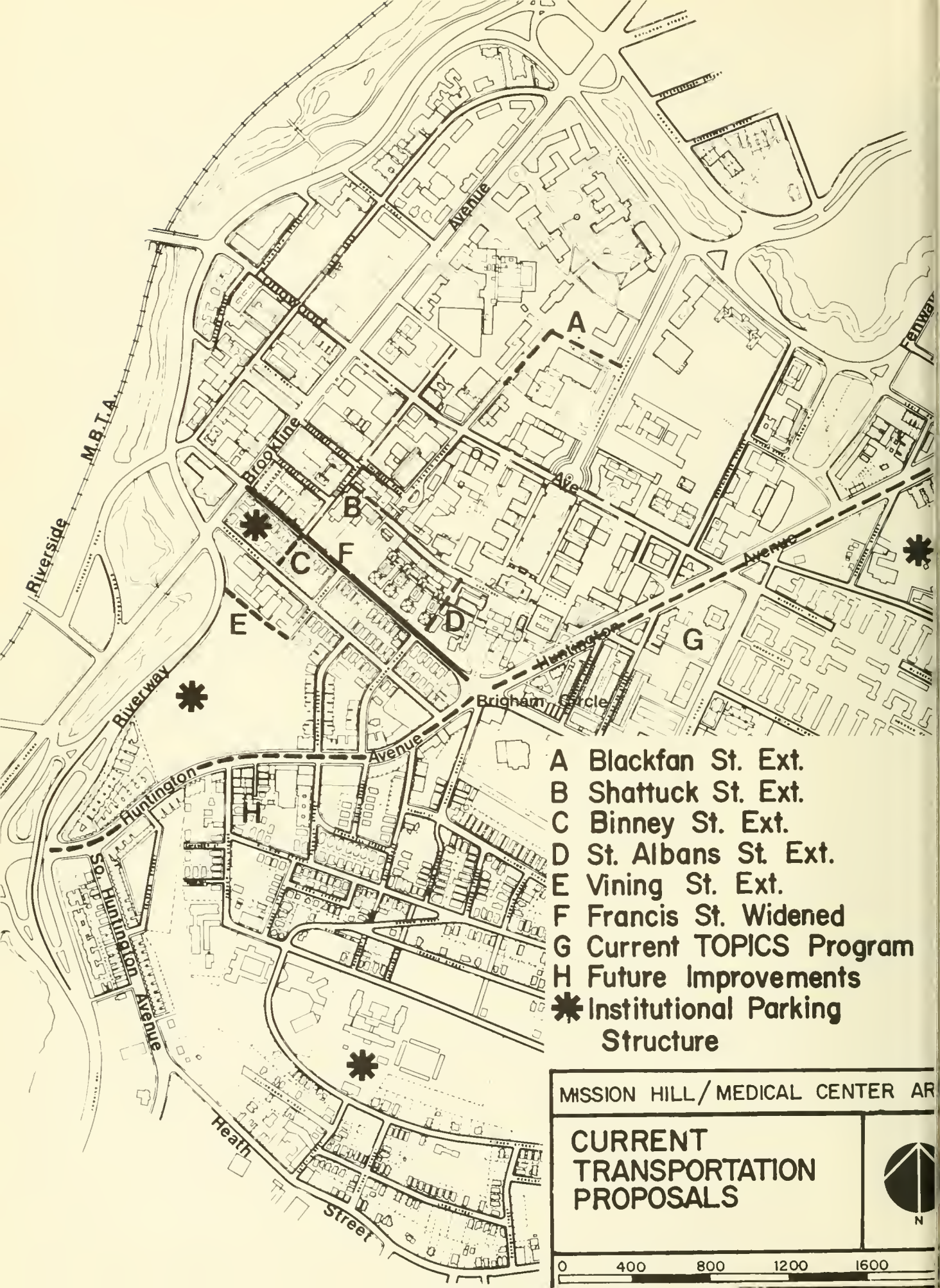
1. Relationship of proposed development to Brigham Circle retail uses and to adjacent residential areas.
2. Best manner to preserve the natural features of the site.
3. Problem of access to the site for an intensively programmed use.
4. Possible premium foundation costs due to serious ledge problems.
5. Accommodating concerns of nearby residents and businessmen in any development process.

* John Sharratt Associates, Inc., Area Plan-Mission Hill - Medical Center Area, August, 1972.

** The Boston Redevelopment Authority, in its capacity as the City's Planning Agency, makes recommendations on petitions for zoning changes and variances to the Zoning Commission or Board of Appeal, who make final decisions.

*** See Appendix for procedures required for a Planned Development Area zoning designation.

CURRENT TRANSPORTATION PROPOSALS



- A Blackfan St. Ext.
- B Shattuck St. Ext.
- C Binney St. Ext.
- D St. Albans St. Ext.
- E Vining St. Ext.
- F Francis St. Widened
- G Current TOPICS Program
- H Future Improvements
- * Institutional Parking Structure

MISSION HILL / MEDICAL CENTER AREA

CURRENT TRANSPORTATION PROPOSALS



0 400 800 1200 1600

CIRCULATION PROPOSALS

Description of Proposals

A number of proposals have been discussed in the past for alleviating traffic congestion and back-up problems in the Mission Hill Medical Center Area. (See map - Current Transportation Proposals.) Some of these proposals were outlined in a traffic consultant's report to the Harvard Medical Area Planning Commission.* Others have been suggested by institutional representatives from the Medical Center Area. It is clear, however, that additional study is needed before agreement can be reached as to each's feasibility. In some cases, implementation may require the dedication of land to the City for public street use.

1. Blackfan Street Extension to Avenue Louis Pasteur - This street extension assumes the cooperation of abutting institutions. Its development will permit the Children's Hospital and Beth Israel Hospital Garages to discharge automobiles onto Avenue Louis Pasteur. Construction of this new street could be completed either privately with a 35 foot right-of-way or publicly with a 50 foot right-of-way.
2. New Street Between Shattuck Street and St. Albans Road - This proposal creates a zig-zag north-south connection between Blackfan and Shattuck Streets. However, construction will be considerably delayed because this street passes through buildings now occupied by the Peter Bent Brigham Hospital and not scheduled for demolition after the Affiliated Hospitals Center is completed.
3. Shattuck Street Extension to Binney Street - This proposal links Francis Street (via Binney) to Shattuck Street and Longwood Avenue. Construction of this street could be completed privately as part of the proposed Affiliated Hospitals Center development.
4. Binney Street Extension - This proposal extends Binney Street to Fenwood Road, while dividing in half the proposed MASCO Service Center Site. Construction of this street could be completed privately as part of the MASCO Service Center development.
5. Direct Access to the Riverway - This proposal extends Vining Street to the Riverway and allows vehicles using the proposed Convent garage to enter from or exit onto the Riverway. Construction of this street could be completed privately as part of the proposed Convent garage development.

* Wilbur Smith and Associates, TRAFFIC AND PARKING IN THE MEDICAL-CENTER Area, August, 1970.

6. Widening Francis Street - This proposal widens Francis Street to 44 feet, curb to curb, from Brookline Avenue to Brigham Circle. Its purpose is to accommodate additional traffic volumes anticipated from the proposed Affiliated Hospitals and MASCO Service Center developments which are expected to include this widening in their current building plans.

7. Widening and Redesign of Huntington Avenue - An improvement of the section of Huntington Avenue between Brigham Circle and Brookline Village is now being considered by City Transportation Planners and a traffic consultant to the Medical Area Service Corporation.* The specific aspects under discussion include a grade separated Huntington Avenue at Brigham Circle and an extension of the TOPICS program to Brookline Village. The proposed right-of-way for Huntington Avenue in the area of the Convent site is expected to be 110 to 120 feet (to allow for a transit median strip, four travel lanes, two parking lanes and two sidewalks).

* Within the next two to three years, the TOPICS plan for Huntington Avenue between Copley Square and Brigham Circle will be completed by the State Department of Public Works. Specific improvements include new MBTA platforms, new fencing within the median strip to prevent haphazard pedestrian crossing, elimination of hazardous vehicular crossings, new tree planting, and, wherever possible, the provision of two 11-foot travel lanes and an 8-foot parking lane in each direction.

INSTITUTIONAL PARKING PROGRAM

Description of Proposals

The following major off-street parking garages are under consideration in the Mission Hill Medical Center Area: (See map- Current Transportation Proposals).

1. Convent Site Garage - A 1200 car, underground garage has been proposed for the Convent site. Approximately 650 spaces will be allocated to the proposed Affiliated Hospitals Center for use of employees and staff. The remaining spaces will be used by residents from the proposed housing.
2. MASCO Service Center Garage - A garage for 700 cars is proposed in the MASCO Service Center on Francis Street. Approximately 375 spaces will be reserved for use of Affiliated Hospital Center visitors, out-patients and employees. The remaining spaces will be used by other MASCO Institutions.
3. Boston State College Garage - A parking garage for approximately 500 cars is being considered on this Ward Street site as a part of the proposed physical education facility for Boston State College.
4. New England Baptist Hospital. A 500 car parking garage is being considered as a part of a Doctor's Office building planned by New England Baptist Hospital at the top of Parker Hill.

APPENDIX - PROCEDURES REQUIRED FOR A PLANNED DEVELOPMENT AREA ZONING DESIGNATION.

(Based on Boston Zoning Code, Section 3-1, as amended)

The Zoning Commission may designate an area of land in the City as a planned development area, if the following conditions are met:

- 1) location - anywhere in the city
- 2) size - 1 acre minimum
- 3) ownership - singly or with others
- 4) development plan - approved by the Boston Redevelopment Authority at a public hearing provided the BRA finds that said plan.
 - a) conforms to the general plan for the City as a whole, and
 - b) contains nothing injurious to the neighborhood or otherwise detrimental to the public welfare
- 5) composition of development plan - the development plan shall contain:
 - a) proposed location and appearance of structures;
 - b) open spaces and landscaping
 - c) proposed uses of the area
 - d) densities
 - e) proposed traffic circulation
 - f) parking and loading facilities
 - g) access to public transportation
 - h) proposed dimensions of structures

in addition, the development plan may, upon the request of the BRA, include:

- i) proposed building elevations
- j) schematic layout drawings
- k) exterior building material
- l) such other matters as the BRA deem appropriate

6) Procedures:

A written request for a PDA designation shall be made to the BRA (Zoning office). A development plan shall be submitted to the BRA for review. If staff approval is not given then the process goes no further; upon staff approval, however, the request for a PDA and the development plan is presented to the BRA Board by BRA staff at a public hearing. It goes no further unless the Board approves it. Upon approval by the BRA Board, a petition to the Zoning Commission is filed by the BRA and the developer requesting the area to be designated as a PDA in accordance with the approved development plan attached thereto.

If the Zoning Commission denies the petition after a public hearing, it goes no further; upon approval, however, the map change is made and the developer can proceed with the development according to the development plan. No building permits shall be granted unless the BRA has stamped Design Review Approval on the plans to insure that the development conforms with the approved development plan.

The zoning regulations for the district in which the PDA is located are applicable (unless the Zoning Commission approves a district change) at the time of the hearing. However, relief from the regulations may be sought as an exception, rather than a variance, if the deviations sought conform with the approved development plan. Relief is granted by the Board of Appeal after a public notice and hearing.

It should be noted, therefore, that a PDA requires at least two public hearings, and possibly a third hearing if zoning deviations are sought.

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